

Convair Weekly Log

9:00 a.m. Monday, 9 February 1970

A report to supervision

AIRCRAFT PROGRAMS

DC-10 Fuselage: We held a status review meeting last Tuesday with Douglas officials, including Procurement and Quality Assurance Vice President J. L. Jones. Emphasis was on the recovery schedule plan, and three delivery dates were agreed upon. Section E for the first ship will be delivered this Friday, Section C/D for Ship 2 on the following Tuesday, and Section F/G for Ship 1 on 19 February. All of these are going out about a week ahead of the planned delivery dates.

In the area of facilities for DC-10, the stretch press to be installed at Kearny Mesa Plant has been completed by the vendor and initial operational tests begun.

C-5 Empennage: Last Friday, we shipped the horizontal stabilizer for C-5 No. 23 to Lockheed-Georgia. No shipments are planned this week, pending railcar return.

F-106 Modifications: We understand that the Six Shooter gun installation has been included as a line item in the proposed Fiscal 1971 Air Force budget.

Among the more interesting F-106 happenings recently is that a Delta Dart stationed at Malmstrom AFB, Montana had an in-flight emergency last week and the pilot was ordered to eject from the aircraft at 13,000 feet. He did so successfully. However, shortly thereafter the base received a phone call from the Montana Highway Patrol asking for assistance in "turning off the motor of the big jet parked near a road." Remarkably, the pilotless aircraft had landed wheels up in a plowed snow-covered field. Base personnel rushed to the scene and found the F-106 apparently in excellent condition with the engine still running at idle position. Plans are underway to lift it with airbags and lower the landing gear. Whether it will be towed back to the base or flown out is yet undecided.

SPACE AND MISSILE PROGRAMS

ABRES: Atlas 96-F is scheduled for launch early this morning from VAFB Complex A-3; the delay was to correct a problem with the ground guidance computer.

OAO: Atlas-Centaur 21 - Activity continues toward a 1 September flight from ETR Complex 36-B.

Intelsat IV: NASA has asked us to convert Complex 36-A for communications satellite launches. Fabrication of Centaur 20-D has begun; current plans are to erect the launch vehicle in early October and fly in January.

Meanwhile, Allan McCaskill of the Comsat Office in Washington will be here this week for a general program status review.

Space Shuttle: Teaming arrangements are complete and we are working with North American in anticipation of an RFP in about two weeks for a Phase B definition study. The joint proposal, submitted in late March, would be for an 11-month study leading to design and development of a shuttle system. This Wednesday, North American's Space Division Director of Public Relations, Earl Blount, and News Bureau Chief Dave Alter will be here for promotion planning meetings.

GENERAL INFORMATION